

Knittel, Janette

From: Thomas, Richard (ECY) <RITH461@ECY.WA.GOV>
Sent: Friday, November 01, 2019 11:45 AM
To: Hale, Elly; Knittel, Janette
Cc: Hoffman, Erika
Subject: RE: Proposed Work CERCLA Area (Coordination NWS-2018-1001)

Elly, Briefly, there is much more to this than just our source control interest. One of the big item is the proposed work is an Interim action under MTCA. Boeing has not reached out to us to discuss the project , let alone submitted work plans for review and comment, Etc...

2nd thing to consider is the application itself appears to be incomplete and missing some Key components.

Finally, there are questions about compliance with the States Shoreline Management Act that will bring in another Ecology program and the involvement of local government.

There is a lot more to unpack and discuss. Looking forward to future conversations.

-----Original Message-----

From: Hale, Elly <Hale.Eddy@epa.gov>
Sent: Friday, November 1, 2019 10:55 AM
To: Knittel, Janette <Knittel.Janette@epa.gov>; Thomas, Richard (ECY) <RITH461@ECY.WA.GOV>
Cc: Hoffman, Erika <Hoffman.Erika@epa.gov>
Subject: FW: Proposed Work CERCLA Area (Coordination NWS-2018-1001)

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Hi, Rick and Tamara (and Janette)

This Boeing proposed shoreline stabilization work came up a while back and has been modified somewhat based on initial feedback. I'd like to coordinate with you before we comment.

I spoke to Boeing's LDWG reps (Joe and Lindsay) and they plan to talk to LDWG about this soon. LDWG will be interested, as one element is right next to the carbon pilot and all may be in contaminated areas or areas where design data will be/should be collected. I told Joe and Lindsay that we would probably ask them to provide more context about the areas they propose to do work in, so we can provide appropriate input. It may make sense to phase the work, to coordinate with Year 3 monitoring and PDI sampling.

The work areas are also next to some upland properties undergoing MTCA and/or RCRA studies and cleanups. It makes sense to integrate the work where possible. In particular, the work proposed (I think) where the old Slip 5 was filled probably needs to be characterized, and if the remedy involved removal of fill, maybe they could get habitat benefits. They said that the Slip 5 area is needed for adequate turning radius for planes to enter and leave the hangar--but that other areas are being used for parking.

So for ECY, I'm thinking we need to discuss MTCA sites, what is known and what is planned, as well as any other source control input you might have (e.g. around the outfalls that will be modified). Other ECY stuff may come up.

Elly Hale
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-----Original Message-----

From: Hoffman, Erika <Hoffman.Erika@epa.gov>
Sent: Wednesday, October 30, 2019 2:55 PM
To: Hale, Elly <Hale.Eddy@epa.gov>
Cc: Rave-Perkins, Krista <Rave-Perkins.Krista@epa.gov>
Subject: FW: Proposed Work CERCLA Area (Coordination NWS-2018-1001)

And I should mention that I went to a pre-app meeting on this project back in May 2018 as well as a site visit in June of that same year. Krista Rave-Perkins came to both the site visit and the pre-app meeting. I'm cc'ing her on this message to bring her into the loop.

Upshot of our comments to them at that time was that the entire design needed to be "softened" to include more habitat components and less riprap. The entire focus of the original design was minimizing scour and improving bank stability with pretty much no thought of juvenile/adult salmon or habitat.

Erika

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Erika Hoffman | Biologist | U.S. Environmental Protection Agency Washington Operations Office | 300 Desmond Drive, Suite 102 | Lacey, WA 98503 | 360.753.9540 |

-----Original Message-----

From: Lee, Rory W CIV USARMY CENWS (USA) <Rory.W.Lee@usace.army.mil>
Sent: Wednesday, October 23, 2019 9:37 AM
To: Hoffman, Erika <Hoffman.Erika@epa.gov>
Subject: Proposed Work CERCLA Area (Coordination NWS-2018-1001)

Good morning Erika,

Reference: NWS-2018-1001, Boeing DC Thompson (Bank Stabilization)

Location: In Duwamish River at Seattle, Washington.

Project Description: The Boeing Company proposes bank stabilization improvements at their industrial facility. Bank stabilization improvements below the ordinary high water mark (OHWM) include replacement of 340 linear feet of timber pile bulkhead with rip-rap, installation of anchored logs, repairs to seven timber pile dikes and placement of 900 linear feet of new rip-rap. Additional work would include removal of two track docks, concrete slab, and repairs to existing outfalls.

The purpose of the project is to protect Boeing's existing infrastructure.

Additional Information: Please see draft public notice and JARPA (attached)

Please let me know if you have any questions,

Rory W. Lee
Project Manager Biologist, Regulatory Branch Seattle District, USACE
(206) 316-3360